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A LIGHT PILSENER BEER  
OF EXCELLENT QUALITY.  
PER CASE OF 6 DOZEN PINTS  
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# Hongkong Daily Press.

ESTABLISHED 1857.

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No. 14,719 號一千七百四十五年五月十日 HONGKONG, MONDAY, JUNE 12TH, 1905. 一月二十日六年五月百九十一香港一號 PRICE, \$3 PER MONTH.

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HOUSEHOLD  
AMMONIA**  
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

**A. S. WATSON & CO.,  
LIMITED.**  
THE HONGKONG DISPENSARY.

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"SPECIAL BLEND" WHISKY  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

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**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
\$4.50 per sack 375 lbs. net ex Factory.  
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**SHEWAN & CO.,  
General Managers.**  
Hongkong, 1st March 1905.

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**ENGINEERS AND SHIPBUILDERS**

**THIS Old Established Firm especially  
Caters for Ship and Engine Repairing.  
The Works may be reached in 10 minutes from  
Blake Pier by Ricksha or Electric Tram.  
Launches will call alongside vessels in the  
harbour flying the Call Flag E.  
Telephone 142.  
Hongkong, 2nd January, 1905.**

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**EYSENS CRUSTLESS DUTCH** in  
small tins.  
**DUTCH CREAM CHEESE** in 1 kilo tins.  
Of all dealers.  
Hongkong, 27th May, 1905.

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OF  
DENTISTRY**

Dr. M. H. CHAUN.  
37, DES VŒUX ROAD, CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904.

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(HOTEL-SANITARIUM OF SOUTH  
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MACAO

**H**AS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hengshan*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both those centres. Cable Address—“BOAVISTA.” For Terms, apply **THE MANAGER.**

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PHOTO GOODS STORE,**  
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Premises formerly occupied by Mr. Fr. Blunck, Silk Lace Manufacturer.  
NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904.

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CURE INDIGESTION AND ALL STOMACH AND  
BOWEL TROUBLES.

W. H. COMSTOCK CO.  
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July 3, 1903.

Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,  
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AERATED WATER MANUFACTURERS.  
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### HONGKONG HOTEL

#### FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel  
residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,  
47 Acting Manager.

### THE PEAK HOTEL.

(Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.)

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the  
MANAGER.

Hongkong, 10th June 1902.

### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.  
Large and Lofty Rooms, Elegantly Furnished  
throughout. Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the  
MANAGER.

Hongkong, 31st October, 1902.

### CARLTON HOUSE HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Entrant and the Waverley Hotel  
have been thoroughly renovated and furnished  
in an excellent style as Private Family Hotels.

Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—  
THE MANAGER.

Hongkong, 7th October, 1904.

### CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S, AMBERITE  
and LYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes. No. 10 to SSSG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong 28th November, 1902.

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MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.

### SIENTING.

SURGEON DENTIST.  
No. 10, DAGUILAE STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

## INTIMATION

**WATSON'S**  
**E**  
VERY OLD LIQUEUR  
SCOTCH WHISKY.

THIS  
CELEBRATED  
BLEND  
OF THE  
FINEST  
WHISKIES  
DISTILLED IN SCOTLAND,  
IS CHARACTERISED BY ITS  
FINE FLAVOUR  
and MELLOWNESS  
attained only by  
GENUINE  
QUALITY  
AND  
GREAT AGE.  
PER DOZ. - - - \$16.50

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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

(33)

**NOTICE TO CORRESPONDENTS**  
Our communications relating to the news columns should be addressed to Mr. Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.  
Telegraphic Address, Paris. Codes: A.E.C. 6th Ed.  
Lieber's  
P.O. Box, 33. Telephone No. 12.

BIRTH:  
On 3rd June, at Shanghai, to Mr. and Mrs. C. Leach, a daughter.  
DEATH:  
On 3rd June, the Rev. J. HUNSON TAYLOR, M.R.C.S., F.R.G.S., Founder of the China Inland Mission, at Changsha, Hunan, aged 73 years.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JUNE 12TH, 1905.

A good many sensational headlines have been provoked by the misunderstandings of Norway and Sweden, which have just resulted, as our readers know, in the former country demanding a new king to be all its own. There have been sensational comments as well as sensational captions. It has been suggested that this national divorce issue marks an epoch in European history, and that war sooner or later must be its inevitable consequence. Russia, for instance, —Not yet dead is the habit of mentioning Russia when possible aggressions are on the carpet; but its end should not be long—Russia, for instance, would seize the opportunity offering by dissension in the Scandinavian peninsula to give Western scope to the acquisitive energies that have just been choked off in the East by Japan. It does not seem to be the fact that the recent incident is capable of any great disturbing effect upon the map of Europe. Apart altogether from the consoling reflection that while the Bear is sick he does not go a-hunting, there is the doubt whether the change is really much more than a change in name. The change may slightly wound Swedish amour propre while it emulates that of Norway. It may enable big changes in internal administration to be made. Small changes of official appointments will be the only points at which foreign neighbours will be involved. Really, the united Scandinavian spirit will continue to preserve the

geographical status quo; for there is nothing sufficiently serious for modern men, Swedes or Norwegians, to kill each other for. It is no new thing either. There has always been the same parochialism working as a repelling force between east and west; and there have always been the same joint needs and interests pulling the people together again. In the eleventh century, full four or five hundred years before the Russian menace became visible across the Baltic, the two peoples united in the most amicable manner to raid and harry England. Norway seems to have been always the weaker partner; probably because of its wasteful habit of dethroning, killing, and murdering its kings. In the middle of the twelfth century it was over-run with civil war, there being at least four determined candidates for the uneasy throne. Two hundred years later there was a visible decline of Norwegian prosperity; the crop of kings was exceedingly poor; and it had to borrow its King from Sweden. Norway, Sweden, and Denmark were all three united toward the end of the fourteenth century; and from then on continued to separate and re-unite in a most extraordinary manner, the historian being hard put to it to disentangle them properly. Norway and Denmark would kick in unison against the Swedish pricks; then Sweden and Norway would turn on Denmark, and cast it into outer darkness. Early in the seventeenth century Sweden began to show her might, even Russia having to cede Finland to her in 1617. Eighty-three years later, Russia entering upon a war of revenge, PETER THE GREAT was totally defeated by CHARLES XII. Russia waited nine years more, and returned the compliment, CHARLES XII. having to flee into Turkey. Sweden absorbed Norway by treaty in 1814, but the Norwegians at once did what they have just done now. They issued a declaration of independence. Swedish troops entered Norway and, finally, after one elected king had abdicated, the Norwegians being too strenuously exacting, CHARLES XIII. of Sweden was proclaimed, the basis of agreement being the union just dissolved, by which Norway remained free, independent, indivisible, and so forth. After seven years of peace and quiet, the Norwegians, who seem to share some of the temperament of the Irish party, abolished the nobility. It was not really until 1881 that the present dispute began. It was then nominally a question of constitutional rights. Ten years later there was plain, out-and-out talk of independence; and complete autonomy in foreign relations was demanded. In 1893, twelve years ago, the Storting first formulated its claims for a separate consular establishment; and several attempts to promote a modus vivendi have since failed. The Norwegians in 1898 were refused permission to have a pure Norwegian flag; and this little disappointment, coming just when Norwegian commerce was increasingly flourishing, apparently precipitated matters. The Storting decided two and a half years ago to establish the separate consular system and, the Swedish ministers obstructing, they have now separated altogether. But it is thought unlikely that Sweden will fight about it, especially as Norway is asking for a king out of the Swedish Royal Household.

Saturday's plague return, with six new cases, brought the total to 137.

There is to be an additional service reservoir, filter bed and other improvements at Laichikok.

The Indian Earthquake relief fund, promoted by local Indian merchants, now amounts to \$500.

Dr. F. W. Clark will be an Official Member of the Executive Council during the absence of Dr. J. M. Atkinson.

At Hongkong during May last, 6,825 inches of rain fell, 3,050 inches being recorded on the 31st of that month.

Five hundred and fifteen dead were registered in Hongkong during April. Twenty-five occurred among the European and foreign community. Excluding the Army and Navy the death rate was 17.7 per thousand. It does not seem to be the fact that the recent incident is capable of any great disturbing effect upon the map of Europe. Apart altogether from the consoling reflection that while the Bear is sick he does not go a-hunting, there is the doubt whether the change is really much more than a change in name. The change may slightly wound Swedish amour propre while it emulates that of Norway. It may enable big changes in internal administration to be made. Small changes of official appointments will be the only points at which foreign neighbours will be involved. Really, the united Scandinavian spirit will continue to preserve the

Captain A. W. Wooster of the British steamer *Bantu*, which arrived from Yokohama yesterday, sighted part of the Japanese fleet off Chapel Island in a thick fog, and nearly had a collision with one of the vessels. He also passed a floating mine at a distance of about fifty yards in Lat. 28° 24' north, Long. 122° 2' east.

## TELEGRAMS.

[DAILY PRESS SERVICE.]

SPANISH KING GOING HOME.

LONDON, 10th June.

King Alfonso of Spain left England to-day.

THE GOLF CHAMPIONSHIP.

LONDON, 10th June.

Baird has won the golf champion-ship.

THE MOROCCO QUESTION.

LONDON, 8th June.

Germany has formally proposed that a conference of the Powers shall be held on the Morocco question.

LOSS OF A BRITISH SUBMARINE.

LONDON, 8th June.

The Submarine A8 has been lost outside Plymouth; fifteen perished, including Lieutenant Fletcher. The boat suddenly sank without any explosion.

COAL SHIPMENTS NO LONGER TABOO.

It is notified in the *Government Gazette* that the terms of the proclamation made by H. E. the Governor on the 17th November last, and re-made on 26th May, will not be enforced with regard to coal until further notice.

H.V.C. HEADQUARTERS MOVED.

After to-morrow, the Headquarters of the H.V.C. will be the Matched opposite the Hongkong Club.

Tuesday's and Wednesday's parades are cancelled on account of the "moving."

POSTAL REFORM AT HONGKONG.

A LONG FELT WANT.

Almost everybody has noticed how hard-worked are the postal clerks at Hongkong. Sometimes they seem barely able to manage their onerous duties. Relief is at hand. The last issue of the *Government Gazette* should please the Hongkong post-office employees. They are to be allowed another hour in which to accomplish their daily task.

That is to say, that the General Post Office at Hongkong will in future be open to the public for the sale of postage stamps until 6 p.m., instead of closing at 5 p.m. as hitherto.

This is a step in the right direction. By and by, the hour will be extended to seven o'clock at least; and the office will open an hour sooner in the mornings. For a public institution like the Post office, which in England is open to transact public business longer than almost any other institution, the hours until now observed by the Hongkong office have been absurd, and indefensible.

The only time at which a large section of the public (all employees for instance) could catch a post office clerk on duty was during the tiffin hour, and even then (as an Irishman might add) they couldn't always catch him. The result was a rush during that hour, and a big crowd at the counter which has caused many an one to miss a mail.

CORRESPONDENCE.

PEAK TRAMWAYS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Your correspondent, "Interested," appears to have overlooked the fact that, although the Company might cut fares down to one-third, running expenses would not be diminished. At the recent meeting the Chairman stated that traffic receipts for the year amounted to nearly \$100,000.

Taking the net earnings to be ... 45,000

Running expenses must be ... \$55,000

Fares cut down to one-third would yield ... \$33,333

Running expenses as above ... 55,000

Result would therefore be a loss of ... \$21,666.67

Yours,

T. A.

THE CAPTURED STEAMER  
"OLDHAMIA."

From an unimpeachable source the N.Y. *Daily News* was able to get the following particulars about the *Oldhamia*. It appears that she was captured by the Baltic Fleet on the night between the 18th and 19th of May. Her papers were unsatisfactory, and her captain first stated that he was bound for Hongkong, and then, when it was pointed out that he was steering in the wrong direction, said that he was proceeding to Moji to coal. The *Oldhamia's* cargo principally consisted of kerosene. As soon as she was captured some Russian Naval Reserve officers were sent on board to navigate her. She continued with the fleet throughout the day and night of the 19th but her officers were, during the 20th, transferred to the cruiser *Oleg*, while the crew were taken on board the *Dziewper* later. On the 26th, after having received some coal she parted company from the fleet, escorted by the cruisers *Kaban* and *Terek*, apparently bound for Vladivostock. Nothing more was seen of her by the main body of the fleet. She had a prize crew on board, entirely composed of Russians, her officers and crew still remaining on board the *Oleg* and *Dziewper* respectively.

## THE WAR.

[DAILY PRESS SERVICE.]

ROOSEVELT, THE PEACE-MAKER.

SUCCESS ATTENDS HIS EFFORTS.

LONDON, 10th June.

The terms of the Note addressed to both Russia and Japan by President Roosevelt are published.

The American President therein urges the two Powers to enter into direct negotiations for a peace treaty.

President Roosevelt offers to arrange the preliminaries.

LATER.

It is believed that the offer has been accepted, and that an important announcement will be made shortly.

LATER.

It is authoritatively announced that Russia and Japan have accepted President Roosevelt's proposal.

[REUTER'S SERVICE.]

THE TSAR'S CONDESCENSION.

LONDON, 9th June.

The Tsar has informed the American Minister of his willingness to consider peace.

[REUTER'S SERVICE.]

THE PROSPECTS OF PEACE.

LONDON, 8th June.

Washington wires that President Roosevelt has now discussed peace with every European Ambassador, and that the Powers are apparently acting in concert.

[REUTER'S SERVICE.]

THE LARGEST YACHT AFLOAT.

The American Yacht *Atlantic* which, as announced in a recent *Daily Press* telegram, won the Kaiser's Cup, is the largest three-masted fore and aft-rigged yacht afloat. Her sail-plan is one third larger than that carried by the cup-defender *Reliance*. In her trial run she averaged 18 knots. Her two chief trophies for ocean-racing are the Brontës' Reef cup and the Cape May cup.

[REUTER'S SERVICE.]

HONGKONG'S FINANCES.

Financial returns, giving comparative statement of Hongkong's revenue and expenditure for the first quarter of the year, are published in the current *Hongkong Government Gazette*.

On the 31st March the assets and liabilities were figured as follows:

Bank Balance	... \$68,874.12
Crown Agents' Balance	37,316.71
Do. Advance	665,710.53
Advances, &c.	126,815.33
Advances House Services	2,547.91

Total ... 1,514,264.65

LIABILITIES	
Deposits not Available	\$490,705.99
Crown Agents' Drafts	200,000.00
Money Order Remittances	22,683.11
Officers' Remittances	300.42

Total Liabilities ... 713,749.52

Balance	... 800,515.13
---------	----------------

Total ... 1,514,264.65

SHANGHAI AUTOMOBILE CLUB.

The first parade of the new Shanghai Automobile Club took place on the Recreation ground on June 3rd, reports the *Daily News*. In spite of the threatening aspect of the weather, and, in fact, of the drizzle which was actually coming down while the parade was in progress, there was a very large attendance of spectators. Eleven cars formed up on the Recreation ground opposite the Golf Club pavilion. The competitors were Messrs. C. B. Burkhill, H. J. Craig, D. C. Lalocca, M. Jacquet, Henri Dofield, J. Whittle, C. L. Sitz, G. E. Tucker, Capt. Tufnell, Dr. Macleod, and Dr. Lalocca. The cars paraded round and round in the reserved enclosure for some minutes and then formed up in line to be judged by Madame Landale, Davis, and Boisragon, and Messrs. Meyer and Jas. McKEE. They were all beautifully decorated, and it was no easy task for the judges to decide on the winners, but eventually Mr. H. J. Craig was given first prize. His car was undeniably the best on the ground. It was simply smothered in white flowers, and made to resemble a monster swan. The second prize was won by Mr. M. Jacquet, whose car was tastefully decorated with pink roses. Mr. Tufnell, whose motor was covered with coral and yellow flowers, made up to represent an exceedingly ferocious dragon, came third in order of merit, though there was no third prize. Two other tastefully decorated cars were those of Mr. J. Whittle, ornamented with white and yellow flowers and ribbons, and Capt. Tufnell, whose flag—white ensign, and the American flag—were really excellently contrived. The prizes were presented to the winners by the lady judges, and the cars, headed by the winners, then went round the enclosure to receive the acclamations of the spectators. Afterwards they left the Recreation ground for a short tour, at the conclusion of which they dispersed.

[REUTER'S SERVICE.]

WHITSUNTIDE HOLIDAYS.

The Whitsuntide Holidays have, on account of the warm weather, proved quite a harvest for the launch owners here, all the available boats having been hired. The numerous bathing parties were yesterday to be seen in all of the favourite nooks of the beautiful harbour. Yacht owners, too, spent the day on the water, which was really far too calm for good sailing. Some holiday makers camped out, and many have taken the opportunity to go on picnics upriver or to Macao.

[REUTER'S SERVICE.]

ROBBERY IN QUEEN'S ROAD.

Sometimes between Saturday evening, the 27th ult., and nine o'clock on the following Monday morning, the premises of Messrs. Schwer Uffel and Co., 50 Queen's Road Central, were entered by burglars, and goods to the value of \$700 extracted from cases. When the premises were opened on the Monday morning, and one of the boys engaged at the shop entered the small godown at the rear, he noticed a number of labels which had apparently been recently torn from piece goods. The investigation which followed revealed the fact that several cases had been opened and certain goods removed, but none of the doors had been tampered with.

Attention was then directed to the footlights which appeared to have been recently opened, and a scrutiny showed that this had been the entrance and exit of the robbers. Detectives are at work on the case, and so far, have recovered part of the goods, which were found on board a steamer just about to leave for Macao. The police are understood

## HONGKONG JOTTINGS.

June is always a wet month in Hongkong, but we seem to have had more than our usual amount of rain so far. Over 15 inches of rain has fallen since the 1st. For the whole month of June last year the rainfall was 19.64 inches. In 1903 it exceeded 25 inches in June.

I don't know whether many people study the water returns as they are published in the papers every month, but it is very satisfactory to learn from the return, published in the *Daily Press* a few days ago, that on the 1st of the present month there were 173,569,000 gallons of water in the Colony's storage reservoirs (excluding Kowloon) more than on the 1st of June last year. This, notwithstanding that we have had a full service of water this May, while last year we had only an intermittent supply. It is to be remarked in this connection also that we had less rain during last month than in May last year, so that the water return published last week is an eminently satisfactory one.

If the letter of "Interested" which appeared in the *Daily Press* on Saturday accurately represents the views of the active "resisters" of the sale of the High Level Tramways Company, then, clearly, their opposition is on a very insecure basis, indeed. There are more facts to be "admitted" than are set down by "Interested." It has, for instance, to be admitted not only that the present Tram Company's earnings are \$45,000 annually, but it is highly important that "Interested" and his friends should bear in mind that the expenses are \$46,000 annually. With the latter item well in mind let us now follow "Interested's" method of calculation. Supposing the new line were to be constructed by an independent Company. "Interested" shows us how the shareholders in the present Company, by being satisfied with a division of only \$15,000 instead of \$45,000 during the next three years, would be able to meet the competition when it came with a fighting fund of \$80,000!

That looks formidable. Then begins the war of rates. "We cut our fares down to one-third" says "Interested," and he adds jubilantly "we still pay \$15,000 to shareholders but lay nothing aside." I should like to know exactly how this is done. If the income is reduced two-thirds, the amount will be \$30,000. The expenses will still remain the same, namely \$46,000. Thus there would roughly be a loss of \$16,000 annually, and if the shareholders were still paid \$15,000, as "Interested" expects, that would mean that over \$30,000 a year would have to be taken from this special fighting fund, which would thus be exhausted in less than three years.

There is another point in "Interested's" letter which also strikes me as a misleading factor in his calculation. The writer of the letter assumes apparently that the opening of a new line, with a station in the Queen's Road, would not in the slightest degree affect the volume of the traffic which the present line enjoys. I am inclined to think that the opening of the new line would immediately reduce the volume of traffic on the present line by at least 50 per cent. How many Peas residents I wonder, would walk from their offices or take a chair up to St. John's Place, if they were able to get into a car in the Queen's Road which would carry them to precisely the same spot on the Peak? And how many would come down from the Peak to St. John's Place, when they could be taken on the other line down to Queen's Road? Though at first inclined to sympathise with the objectors, I am, on a fuller consideration of the whole question, convinced that the policy of the Directors is a sound one. The present line could not successfully compete with the one projected. It will be generally conceded, I think, that it would not have the ghost of a chance as long as so long as the terminus is where it is. Some weeks ago I mentioned the rumour that the Directors were considering schemes for the extension of the line to Queen's Road. The only possible scheme was for the line to be carried straight down, and for the station to be at the junction of Garden Road with Queen's Road—opposite the Cricket Ground. I understand (anonymously) that this would be a costly piece of work, and when done, would put the Company in a much better position to hold its own against the competition of the new line with a terminus at Battery Path? I have understood that for a long time past the Company has been running as many cars as it is possible to run, and any extension of the line will presumably mean a less frequent service—unless the whole of the line were doubled. That, it is scarcely necessary to say, would be an exceedingly costly undertaking, but it is one which, had there been no opposition line in sight, would have had to be considered before long. All things considered I think the Directors and General Managers have been wise in their day and generation.

## BANYAN.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 11th at 12.25 p.m. The barometer has fallen in N. China, and risen slightly in S. China.

Pressure remains low over both Southern and Northern China.

Gradients are slight to moderate, and moderate S. to S.W. winds may be expected in the Formos Channel and the N. part of the China Seas.

Forecast:—Moderate S. winds; showery.

## SHOULD SHANGHAI HAVE SOLD ITS ELECTRIC LIGHT?

(A CAUSE FROM THE "N.C. DAILY NEWS.")

Brown.—You must acknowledge, my dear Smith, that there are some things which are better done by the Municipality or the State than by private enterprise. For example, you never yet heard of any country boasting a good system of roads and streets made without the combined effort of the State. I doubt if there ever existed a thoroughly good national system of education which was never a successful effort, and there certainly was never a successful State which left the defence of its coasts and frontiers to the private individuals living near them.

Smith.—"All this," as they say in the Baptismal Service, "I steadfastly believe." But there is a vast difference between road-making, child-training, war-waging, and municipal trading. It is not against the necessary but against the unnecessary that I protest.

Robinson.—I should be glad to know on what principle your protest is based. Do you object to all municipal trading or only to certain kinds?

Smith—I object to the authorities doing anything that can be done equally well by private individuals. In the case of electricity, in particular, it can be shown that the tendency to monopoly on this part of municipalities has done much to hinder development.

Brown.—That may be. But which is worse, a monopoly held by the ratepayers themselves for their own benefit, or one held by private people for their benefit. At the moment you may pay your money and have your choice. By and by, if you get into the hands of a business-like set of directors, unfeathered by competition, you will pay your money, but you will have no choice.

Robinson.—I was talking to Finch about the matter this morning, and he thinks we ought to sell because it is not reasonable to expect ordinary gentlemen, as our Councillors are, to know anything about electricity. But I told him it would be just as foolish to expect them to make anything about road-making, sewer construction, or concrete pipe-making. Yet they make a tolerable success of all these things. It is not such a very difficult matter in these days to get reliable specialists.

Smith.—And deliver yourselves, bound, body and soul, to that bugbear of all freedom—a blow-heating bureaucracy. Look at Russia, just now. It is not the autocrat against whom curses and bombs are being hurled. It is the bureaucrat.

Brown.—That may be allowed, my dear fellow; but it does not affect the present position at all. We are not living (thank Heaven) in Russia, but in Shanghai, where, in place of an autocracy with its attendant irresponsible bureaux, we have a pure democracy. Whoever holds a bureaucracy giving trouble when controlled by a popularly elected body? I am aware that a speaker at one of our municipal meetings professed to pretend that we might, under certain circumstances, suffer in the same way here, but I gave him credit for knowing better all the while.

Robinson.—And you must allow that whether our electric light has been a very paying concern or not, it has certainly succeeded in lighting our streets and houses in a way that would never have been done had we remained under the thumb of the Ga Monopoly. But I forgot you are comparatively a new comer, and have had no experience of what it is to be at the mercy of a divided-squeezing set of monopolists. Brown and I know, and knowing, are out to wish to go back. It does not good, as men interested in the public welfare, to see a certain number of thousands of taels' profit on the electric light going into the public exchequer, since it is evident that by that much the rate-payer has had his task lightened, and at the same time has had a better light at equally low or lower rates.

Smith.—I hope you are not among those who take in by the argument of a clever accountant. It is a well-known fact that the book-keeping passed by public auditors is frequently not of the sort which enlightens. It was Talleyrand, I think, who said that "Language was given us to conceal our thoughts." Apply that to municipal book-keeping, and you will, perhaps, if you are clever, discover what surpluses from municipal trading mean.

Brown.—You need not fear anything of that sort here. During the last few years our municipal accounts have been models of clearness. Besides you must know that both here and at home, the audit must be such as will satisfy the law. This reckless criticism of official figures only shows how weak is the position of the company promoters and others who wish to put into their own pockets the profits now going to the community.

Robinson.—You saw Mr. Darwent's letter the other morning, I suppose. What did you think of it?

Smith.—I thought it far from convincing.

It was very weak to argue that because other communities had done (as I consider them) foolish things, therefore we must do more; and it will take a great deal more than Mr. Darwent's ipso dictu to upset the arguments of the *Times*.

These showed that there is danger of an enormous growth of Municipal debt; there is a fear that private trading legitimately undertaken will be detrimentally affected by any further extension of public competition backed by the rates; that there is never the same careful supervision of expenditure in public enterprises as there is in private; and that gross waste is the consequence of that robbery becomes rampant under such a system, and finally that it is not the business of an elected body to trade but to govern.

Robinson.—You are admirably primed, my dear Smith. Are you going to speak at the meeting?

Smith.—I don't know. Why do you ask?

Robinson.—Because there is an effective answer to each of your objections and one other besides, stronger and more convincing for the Shanghai man than either.

Smith.—What is that?

Robinson.—The fact that so large a sum is being offered for the works as they stand.

Smith.—I should have thought that an incentive to sell.

Robinson.—With some it may be. But the sensible man will remember the old classic saw, *Tunc danae et dona ferentes*. Why, he will ask, if the works are worth so much to anybody else, are they not worth the same to the community? It will be the community that will have to pay dividends on that sum of money. Would it not be just as well if the profits went year by year into their own pockets?

Brown.—I shouldn't like to be put as community will not again be hoodwinked as they were over the last electrical discussion.

Smith.—If so, they deserve their fate.

Smith.—They do. (*Exit smiling knowingly.*)

One of the many hopeful signs of the times is the apparent decay of the breed of so-called great men—those mighty personalities that in former times stood out like a solitary tree in a vast prairie.—*Saturday Evening Post.*

Pressure remains low over both Southern and Northern China.

Gradients are slight to moderate, and moderate S. to S.W. winds may be expected in the Formos Channel and the N. part of the China Seas.

Forecast:—Moderate S. winds; showery.

## JAPANESE COAL SCARCER AND DEARER.

The following extract from the *Japan Chronicle* tends to explain why, at Hongkong, coal has gone up two dollars a ton.

Mr. T. Tanaka, of the Nippon Yusen Kaihatsu, who recently returned to Tokyo from Kyushu, where he had gone to inspect the various collieries, is quoted by the *Yomi Shimpō* in connection with the present condition of the coal trade. He says that since the outbreak of the war, the number of vessels plying in the neighbourhood of the Japanese coast has greatly increased, the naval and military arsenals have become active, and work in the cotton-spinning and other factories has grown more brisk. All this has meant a sudden increase of the demand for coal and a consequent rise of price. During the last four or five years the demand for coal has been on the decline, as the result of bad trade and inactivity in industries, and most of the Kyushu collieries were obliged to reduce the amount of labour employed and to limit the amount of the output. Moreover, many of the miners have been called out for military service since the war began, while others have obtained more remunerative employment elsewhere, owing to the general scarcity of labourers at present. This has resulted in a lack of labour in the mining districts and in inability to turn out a sufficient quantity of coal to meet the requirements of the market. The Mitsubishi, Mitsu Bishi, and other mine-owners are now competing in the engagement of labourers.

The average monthly output of the Kyushu collieries is computed at 450,000 tons, or roughly 5,000,000 tons a year. At present the demand for Kyushu coal has increased to something like 7 million tons, showing an increase of 2 million tons over the normal output. All the collieries are making strenuous efforts to increase production, but at present the increase does not amount to more than 5 per cent., and it is feared that it will be insufficient to satisfy the immediate pressing needs of the market. The price of coal shows an advance of Y2 per ton on an average, and, with regard to coal for export, the figure is Y1.60 per ton higher than the price which prevailed in 1901-2.

As a guide to the rate of pay I might mention that, to a suitable girl, a small family like ours would be glad to pay down the Y100 as above, and a monthly pay of, say Y16 to Y18. If we allow that the rate would repay, in two years, the amount of the bonus, then the girl should get \$2 more per month, if she signed on for further term.

Such a scheme would benefit many people here, and, perhaps, help many poor families in Japan.

The *Free Press* comments:—Many householders will read with pleasure and approval the letter of "Paterfamilias," in which he makes a suggestion that, at this moment, will appeal to all as being not only sound and practical, but to many on whom the present war has pressed very heavily. The proposal is, in place of the objectionable and untrustworthy class of amahs now employed here, to engage from Japan women and girls who would be willing to enter domestic employment. There must be many thousand young widows and bereaved sisters and daughters who have lost their breadwinners in the war. The Japanese women are tidy, clean, cheery, and entirely to be trusted with children.

Japan is a children's paradise. Every child is happy there, and the reverence for children is universal. It seems to us that everybody would gain by such an immigration of Japanese servants. For the parents it would be a relief, to be sure, that their children are kindly treated in their absence; for the children it would be a daily benefit to have a kind and temper, and to the immigrants it would be a sure livelihood, with an ability to remit to less fortunate members of their families in Japan.

Worries through a Ladies' Committee, under Captain Collier's direction, the scheme could not possibly be introduced, while all concerned would be very great. Perhaps some married ladies would like to give their views on this matter. They will be welcomed.

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Such a scheme would benefit many

## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.R.O., 5th Ed Lieb's. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## NOTICE.

WE have admitted Mr. REGINALD HARDING into partnership with us, and the style of the firm will from this date be "EWENS, HARSTON & HARDING." EWENS & HARSTON. Hongkong, 10th June, 1905. [1429]

IN den die seitige Handelsregister ist zu der Firma WILHELM LAVY & CO. eingetragen worden:

Die Prokure des Kaufmanns Theodor Gruppe in Canton ist erloschen.

Canton, den 8 Juni, 1905.

KAIISERLICH DEUTSCHES KONSULAT.

In das diesseitige Handelsregister ist zu der Firma OSTASIATISCHE HANDELSGESELLSCHAFT eingetragen worden:

Die den Kaufleuten Paul Kunze und Frank Eron erteilte Kollektiv Prokure ist erloschen.

Einzelprokure ist erteilt den Kaufleuten:

Leopold Otto Amulius Wigand in Shanghai,

Paul Adolph Adalbert Kunz in Canton,

Julius Helms in Canton.

Canton, den 8 Jun. 1905.

KAIISERLICH DEUTSCHES KONSULAT.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on THURSDAY,

the 15th JUNE, 1905, commencing at 2.30 P.M.,

at his SALES ROOMS, Duddell Street,

SEVERAL COLLECTIONS OF

POSTAGE STAMPS,

mostly in large lots, including some rarities.

TERMS.—As Customary.

On View from Wednesday, the 14th June,

1905.

TERMS.—Cash on delivery.

GEO P. LAMMERT,

Auctioneer.

Hongkong, 12th June, 1905. [1432]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"EMMA LUYKEN."

Captain Martens will be despatched for the above ports TO-MORROW, 13th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 10th June, 1905. [1428]

## INTIMATIONS.

## NOTICE.

A. S. WATSON & CO., LIMITED.

ON MONDAY, 12th JUNE, the following hours of business will be observed in all departments:

10 A.M. to 1 P.M.

A. S. WATSON & CO., LTD.

Hongkong, 10th June, 1905. [1429]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business TO-DAY (WHIT MONDAY), the 12th inst.

By Order,

J. E. BINGHAM,

Secretary.

Hongkong, 9th June, 1905. [1416]

## BANK HOLIDAY.

THE EXCHANGE BANKS will be

CLOSED for the transaction of Public Business TO-DAY (MONDAY), the 12th inst.

"WHIT MONDAY."

Hongkong, 8th June, 1905. [1404]

IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be CLOSED for repairs on the 19th inst., and until further notice.

By Order,

W. CHATHAM,

Director of Public Works.

Hongkong, 10th June, 1905. [1422]

## NOTICE.

HOTEL AMERICA has been SOLD and will be known hereafter as "HOTEL BALTIMORE." The Hotel is being thoroughly renovated, and will be conducted strictly as a first class Hotel in every respect.

For accommodation apply to the

MANAGERESS.

Hongkong, 6th June, 1905. [1383]

## WANTED.

A FIRST CLASS CHINESE CLERK.

Apply to—

ARRATOON V. APCAR & CO.

45, Wyndham Street.

Hongkong, 8th June, 1905. [1405]

## SITUATION WANTED.

A DIVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT; has a thorough knowledge of Bookkeeping and Accounts, and Typewriting; can also Speak the Cantonese dialect fluently.

Apply by letter to—

ENGLISHMAN,

Care of Daily Press Office.

Hongkong, 30th May, 1905. [1327]

## RUIAINT PERE &amp; FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1905. [1221]

## AUCTIONS

## PUBLIC AUCTION.

MESRS. HUGHES and HOUGH have received instructions to sell by Public Action on

TO-MORROW (TUESDAY),

the 13th day of June, 1905, at 3 P.M., at their

SALES ROOMS.

The following VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz:

All that piece or parcel of ground situated at Victoria aforesaid registered in the Land Offices as Inland Lot No. 609 B, area 37,935 square feet or thereabouts; Term 997 years; Annual Crown Rent \$74.10; together with the Messuage thereon known as "Greenmount," Bonham Road, Victoria aforesaid.

For further Particulars and Conditions of Sale apply to

MESRS. JOHNSON, STOKES & MASTER,

Vendors' Solicitors

or

MESRS. HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th May, 1905. [1205]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

WEDNESDAY,

14th JUNE, 1905 at 3 p.m., on board,

H.M. Screw Store Ship "HUMBER"

Extreme length ... 245' 6"

Breadth ... 27' 6"

Displacement ... 1,640 tons

Horse Power ... 800.

ENGINES—Earl's compound Surface Con-

ditioning.

BOILERS—Two double ended cylindrical return tubular, load on safety valves 70 lbs.

CONDENSERS—1 Kirkcaldy and 1 Normandy single, distilling 1,500 and 2,400 gallons of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen in the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS—Cash before delivery, 25 per cent. of the purchase Money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

HUGHES & HOUGH.

Auctioneers to the Government.

Hongkong, 31st May, 1905. [1344]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

FRIDAY,

the 16th JUNE, 1905, at 3 P.M., at his Offices in Undill Street.

THE VALUABLE LEASEHOLD PROPERTY

Known and registered in the Land Office as SECTION A OF INLAND LOT NO. 99, with the premises thereon

Now known as

Nos. 255, 257, 259, 261, 263 and 265, Queen's Road Central, and Nos. 34, 36 and 38, Hillier Street.

The property has an area of 2,934 square feet and is subject to an apportioned Crown Rent of £10,242. It is held from the Crown for the residue of the term of 75 years from the 26th day of June, 1813, and for a further term of 924 years respectively created therein by a Crown Lease of the said Inland Lot No. 99 and the Indenture of Extension thereof respectively dated the 10th September, 1845, and the 21st January, 1860, and respectively made between Her late Majesty Queen Victoria of the one part and Loo A King of the other part and Her said Majesty of the one part and Kwok Kam Fook of the other part.

For further particulars and conditions of sale, apply to—

MR. GEO. P. LAMMERT,

Auctioneer.

or

MESRS. DEACON, LOOKER & DEACON,

The Solicitors for the Vendor,

1, Des Voeux Road Central.

Hongkong, 7th June, 1905. [1411]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY AND SATURDAY,

the 16th and 17th JUNE, 1905, commencing each day at 2.30 P.M. sharp, at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street).

A VERY FINE COLLECTION OF JAPANESE CURIOS AND WORKS OF ART,

Comprising—

SILK-EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK-EMBROIDERED SCREWS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LAQUERED CABINET, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

## BAHADUR CIGARS.

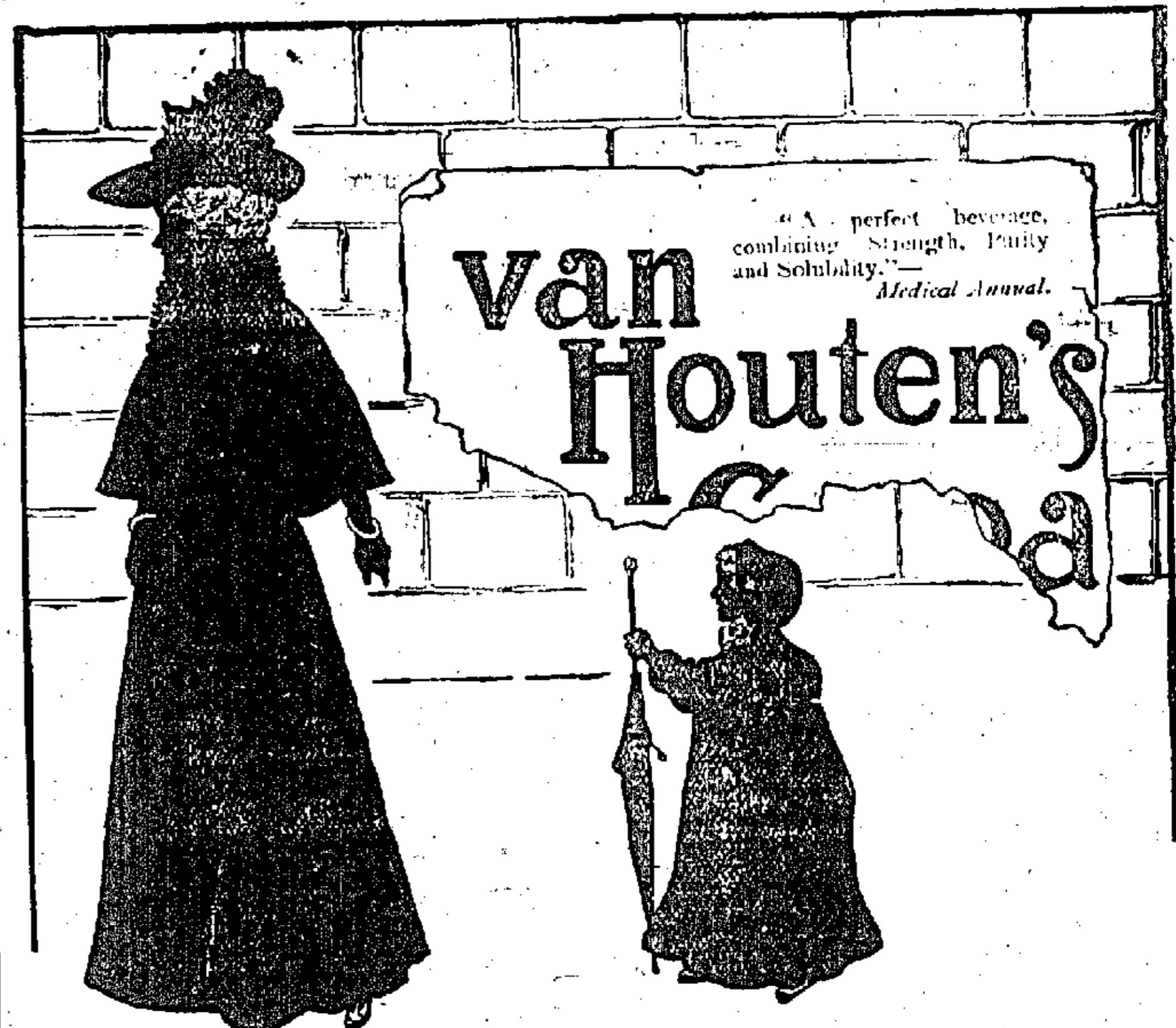
## THE PREMIER CIGAR OF INDIA.

NO. 1.	...	...	\$2.75 PER 100
NO. 2.	...	...	\$2.50 PER 100
NO. 3.	...	...	\$2.25 PER 100

## GREGOR &amp; CO.,

SOLE AGENTS.

45-18



"What does 'Van Houten's' mean, Mother?"  
"It means the Best Cocoa, my dear."

1063-5

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Gentle Medicine for  
Infants, Children,  
Delicate Females,  
and the  
Sickness of Pregnancy.

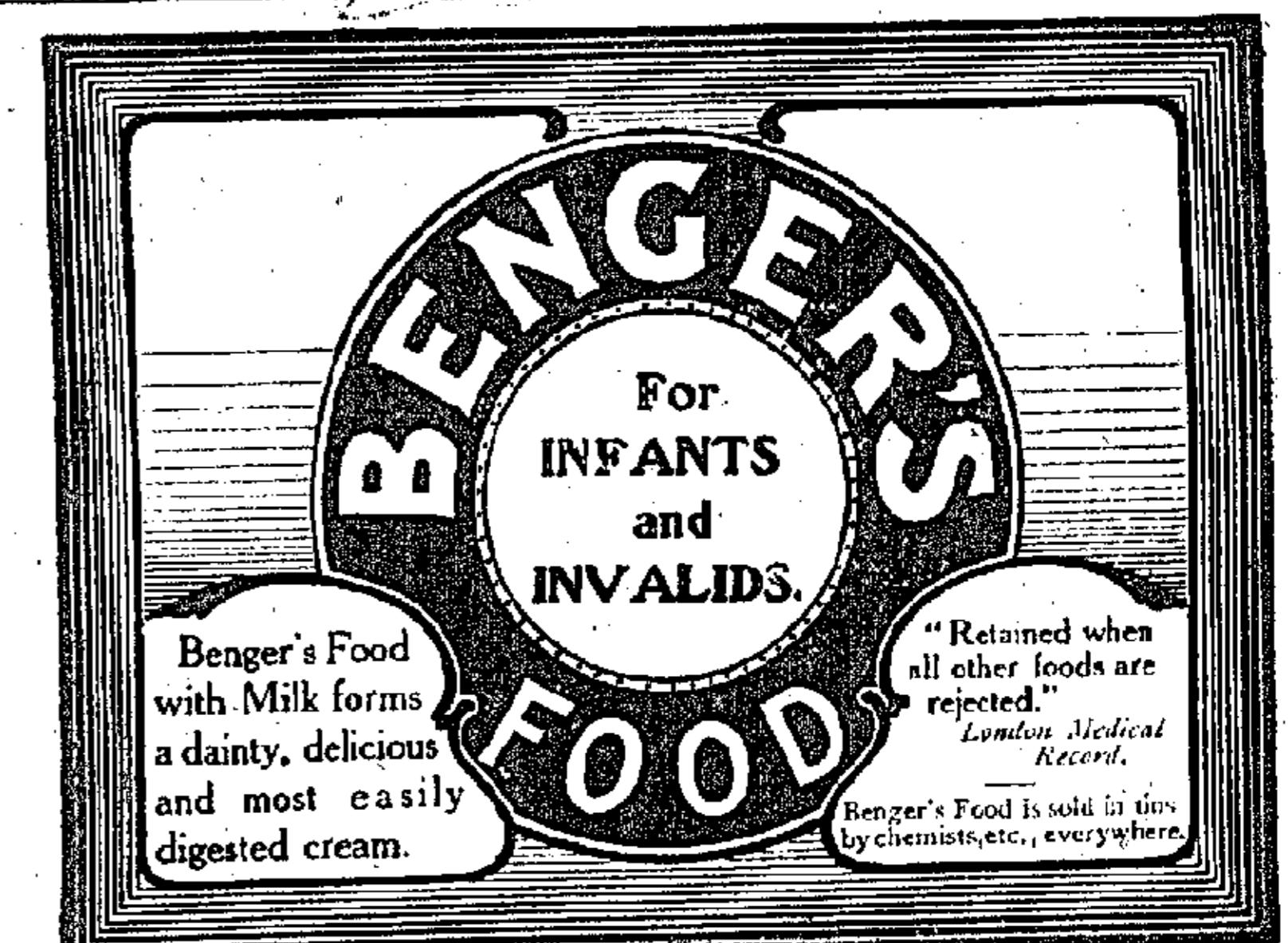
## DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.

## DINNEFORD'S MAGNESIA

MAGNESIA

681



74-2

ROBERT CRAWFORD'S

C. C. C. WHISKEY,

Price ... \$10 Per Dozen.

Sale Agent: KWAN TYE.

110, Queen's Road Central.

Hongkong, 12th April, 1905. 1969

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager.

1st Floor, 37, Connaught Road.

Hongkong, 13th June, 1903.

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or  
preceding the Departure of the English Mails;

also Table of Yearly Approximate Averages

FOR 31 YEARS,

FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY

PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

half-monthly telegram 80,000 cases, kerosine  
shipped since 130,000 cases and kerosine in  
stock at refinery at date 55,000 cases." Watsons  
can be placed at \$12. Other stocks under this  
heading are unchanged.

F.S.—A telegram has been received from  
London saying that at the Indo-China meeting  
a dividend of 12 shillings has been declared, the  
demand made by China shareholders for a bonus  
being negatived, in view of threatening keen  
opposition in trade.

A SOOCHOW MAGISTRATE  
IN TROUBLE.

A Soochow correspondent of the N.C. Daily  
News states that under telegraphic instructions from  
Viceroy Chou Fu, the ex-pendant district  
magistrate, Siau Chung-sheng, who had been acting as Judicial assistant to the prefect of  
Soochow, was suddenly removed from his post,  
placed under arrest on the 1st instant and ordered to be sent to Nanking to be dealt with  
there on the serious charge of causing a litigant's death. It appeared that about three  
months ago a certain Peichow man of means and  
possessor of £100 in cash was arrested on a civil  
suit. China has been fixed at \$82.

SHIPPING SHAKES.

Hongkong, Canton and Macao Steamboats sold to a small extent at \$27.  
Indo-Chinas, in sympathy with Shanghai,  
where the rate fell to \$1.72 on Saturday last,  
dropped here to \$1.01 sales from Shanghai, but  
when further buying orders were sent north, no  
more shares could be got, except at higher rates  
and up to \$1.06 cash, \$1.06 for 30th inst., \$1.07 to  
\$1.08 for end of July, and \$1.08 to \$1.09 for August  
has been paid, the Shanghai closing quotation  
being \$1.74 buyers, London £11.1s. od., while  
locally there are sellers at \$1.06 cash. Private  
advice from London gave the particulars of  
last year's working, from which it appears that  
the earnings, as expect'd, have been exceptionally  
good, being over £158,000, which were the  
directors recommended to appropriate by writing  
off steamers the sum of £25,000 transfer  
to exchange fluctuation account £1,000,  
transfer to reserve fund £20,000 (increasing that  
fund to £120,000), transfer to underwriting  
account £15,000 (increasing that fund  
to £24,000), pay a dividend of 12 shillings per  
share, which will absorb about £29,700, and to  
carry forward to next account the balance of  
about £4,500. China shareholders are highly  
dissatisfied and cannot understand why the  
directors have thought fit to propose a paltry  
12 shillings dividend, and placing such large  
amounts to reserve funds, especially as last year,  
when the directors appropriated £45,000 from  
the underwriting account in order to pay a  
dividend, they distinctly stated that they con-  
sidered £25,000 as ample for all contingencies.  
It is therefore a matter of great surprise that the  
above addition of £35,000 is proposed, instead  
of giving shareholders the handsome dividend  
to which they are fully entitled and a protest  
against the proposed division of the profits has  
been wired home from here and Shanghai. China  
and Manilla are unchanged, while Doubtless  
have improved to \$36 buyers. Star Ferries,  
and Shells have not been mentioned this week.  
Hongkong Steam Waterboats have sellers at  
\$1.17 ex the dividend of 50 cents per share paid  
on 3rd inst.

## GARRISON ORDERS.

HEAD QUARTERS,  
HONGKONG, 10th June, 1905.  
Leave—No. 1. Leave of absence (privilege  
leaves) to the neighbouring countries has been  
granted to Major H. E. Lewis, 11th Infantry  
from 7th July to 4th September, 1905.

Medical Board—No. 2. A Medical Board  
will assemble at the Military Hospital, Kowloon,  
at an early date to report upon Asiatic troops  
proposed for invaliding. The P. M. O. will  
arrange the details.

By Order.

R. A. Ross, Major,  
Chief Staff Officer.

The Band of the 12th Baluchis will play on  
the New Parade Ground to-day (Monday),  
from 5 to 6.30 p.m.



## WM. WHITELEY LTD.

Universal Providers.

WESTBOURNE GROVE, LONDON, W.

THE BIGGEST STORE  
IN THE WORLD.HIGH QUALITY, MODERATE PRICES.  
PROMPT ATTENTION.

General Illustrated Catalogue (1250 pages), or  
any Departmental List sent free to bona-fide  
applicants.

848

HONGKONG DAILY PRESS  
PUBLICATIONS.DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00DIRECTORY OF PROTESTANT  
MISSIONARIES IN CHINA,  
JAPAN AND COREA ... \$0.30POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA 0.25THE CONTRABAND QUESTION:  
A Judgment by Sir H. Berkeley ... 0.50TRADE MARK REGULATIONS  
IN CHINA ... 0.30FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER—"A  
Book for the Globetrotter," by Capt.  
C. V. LLOYD; with Maps and  
Illustrations ... 1.00MOUNTINGS OF NAVAL GUNS  
and their Subsequent Use with the  
Ladymith Relief Column ... 1.00WARLIKE EXPLOITS OF THE  
MERCHANT NAVY, by J. E.  
Featherstonhaugh ... 2.00CALLED OUT: or the Chung Wang's  
Daughter, an Anglo-Chinese Ro-  
mance, by Chas. J. H. Halcombe ... 2.00RATES OF EXCHANGE AT  
HONGKONG English Mail days  
1874 to 1904 ... 2.00

MAIL TABLES FOR 1905 ... 0.20 &amp; 0.30

MAP OF WEST RIVER ... 0.25

Benger's Food  
with Milk forms  
a dainty, delicious  
and most easily  
digested cream.Benger's Food is sold in the  
by chemists, etc., everywhere.London Medical  
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## POST OFFICE NOTICES.

On Monday the 12th instant, being Whit Monday, the Post Office will be open for one hour only i.e. from 8 to 9 a.m.  
All outgoing mails will be closed at 9 a.m.  
The Money Order Office will be entirely closed.  
The Oceanian, with the French mail of the 12th May left Saigon on Saturday, the 10th inst., at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 8th April.  
The Empress of India, with the Canadian mail, left Shanghai on Sunday, the 11th June, at 1 p.m., and may be expected here to-day, at about 11 a.m.  
The Coptic, with the American mail left Manila on Monday morning, the 12th instant, and may be expected here to-morrow, at about noon.  
Mails for CANTON, SAMSHUAI and WUCHOW will be closed on week day at 7.30 a.m. every morning. On Sunday the mail for Macao will be closed at 8 a.m.  
A mail for MACAO per s.s. Wingchau will be closed every week day at 5 p.m.  
Mails for NAMTAO, SANHUEI, KUMCHUK, SAMSHUAI, WUCHOW and  
CANTON will be closed every weekday, at 5 p.m. On Sundays the mails will be closed at 9 a.m.  
No mails are despatched to those places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

	FOR	PER	DATE
Hai Phong			
Macao			
Swatow, Amoy and Foochow			
ANONY. SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO			
(Supplementary mail on board up to the time fixed for departure of the mail.)			
Extra Postage 10 cents.)			
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
Macao			
Sourabaya and Samarang			
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth			
Manila			
Kumchuk, Shiuching and Takkiung			
Singapore, Penang and Calcutta			
Macao			
Tientsin			
Shanghai			
Macao			
Shanghai, Kungmoo, Kumchuk, Shiuching and Takkiung			
Manila			
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
The Parcel mail will close punctually at 8 p.m. on Friday, the 10th inst.			
Shanghai, Nagasaki, Kobe, Yokohama and Seattle			
Swatow, Weihaiwei, Chefoo and Tientsin			
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)			
(Supplementary mail on board up to the time fixed for departure of the mail.)			
Extra postage 10 cents.)			
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
Cebu and Illoilo			
Manila			
Friedrich Wilhelmshafen, Herbertshohe, Matupi, Sydney and Melbourne			
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			

## TO-MORROW.

Sale, Leasehold Property, Sales Rooms  
Mowers, Hughes & Hough, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

10th June

ON LONDON.—	Telegraphic Transfer	1.10/-
	Bank Bills, on demand	1.10/-
	Bank Bills, at 30 days' sight	1.10/-
	Bank Bills, at 4 months' sight	1.10/-
	Credit, at 4 months' sight	1.10/-
	Documentary Bills, 4 months' sight	1.10/-
ON PARIS.—	Bank Bills, on demand	236/-
	Credit, at 4 months' sight	240/-
ON GERMANY.—	On demand	192/-
ON NEW YORK.—	Bank Bills, on demand	45/-
	Credit, 60 days' sight	46/-
ON BOMBAY.—	Telegraphic Transfer	140/-
	Bank, on demand	140/-
ON CALCUTTA.—	Telegraphic Transfer	140/-
	Bank, on demand	140/-
ON SHANGHAI.—	Bank, at sight	71/-
	Private, 30 days' sight	72/-
ON YOKOHAMA.—	On demand	92/-
ON MANILA.—	On demand—Peso	82/-
ON SINGAPORE.—	On demand	6 p.c. p.m.
ON BATAVIA.—	On demand	112/-
ON HAIPHONG.—	On demand	12 p.c. p.m.
ON SAIGON.—	On demand	13 p.c. p.m.
ON RANGOON.—	On demand	61/-
GOVERNMENT, Bank's Buying Rate	...10.50	
GOLD LEAD, 100 fine, per ton	55.80	
BAA SILVER, per oz.	27	

## OPIUM.

10th June.

Quotations are— Allowance net, to i.catty.		
Mala New	\$1150 to	per catty.
Mala Old	\$1200 to	"
Mala Older	\$1260 to	"
Mala V. Old	\$1340 to	"
Persian fine quality	\$1080 to	"
Persian extra fine	\$1000 to	"
Patna New	\$1130 to	per chest.
Patna Old	\$— to	"
Patna New	\$1100 to	"
Patna Old	\$— to	"
Banaras Old	\$— to	"

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M.M. str. Oceanien left Saigon on the 10th June at 11 a.m. for this port, and is due here to-morrow.

## THE CANADIAN MAIL.

The C.P.R. str. Empress of India arrived at Shanghai at 6 a.m. on Saturday, the 10th June, and left again at 1 a.m. on Sunday for Hongkong, and is due here at 11 a.m. to-morrow.

## THE AMERICAN MAIL.

The O. & O. str. Coptic will be despatched from Manila to this port to-day, and is due here about noon on Wednesday, the 14th June.

## Ideal Milk



Enriched 20 per cent.  
with Cream.

Sterilized—Not Sweetened.  
A Perfect Substitute for Fresh  
Milk.

## JOINT STOCK SHARES.

Hongkong, 10th June.

COMPANY. PAID UP. QUOTATIONS.

Alhambra	\$200	\$100.
Banks—	\$125	\$80, sellers
Hongkong & Shantung	\$125	London, £23.
National B. of China	\$25	\$27, buyers
Bell's Asbestos E. A.	\$25	\$24, sellers
China-Borneo Co.	\$12	\$124, sellers
China Light & P. Co.	\$10	\$8, buyers
China Provident	\$25	\$7.50, sellers & sel.
Cotton Mills—	\$10	Tls. 37.
Evo	\$10	Tls. 163, sellers
Hongkong	\$10	Tls. 20, buyers
International	\$75	Tls. 30, buyers
Lao Lung Mow	\$100	Tls. 30.
Soochow	\$50	Tls. 180, sellers
Dairy Farm	\$35	\$17, sellers
Docks and Wharves	\$100	Tls. 161, buyers
Farnham B. & Co.	\$100	Tls. 161, buyers
H. & K. Wharf & G.	\$50	\$103, sellers
H. & W. Dock	\$50	\$200, sellers
New Amyo Dock	\$90	\$119, sellers
Shantung H. Wharf	\$100	Tls. 190
Fenwick & Co. Geol.	\$25	\$33.
Geol. Cement	\$10	\$26, sales & sel.
Hongkong & G. Gas	\$10	\$164, sellers
Hongkong Electric	\$10	\$174.
H. H. L. Tramways	\$100	\$210, buyers
Hongkong Hotel Co.	\$25	\$242.
Hongkong Ice Co.	\$50	\$152.
Hongkong Hope Co.	\$10	\$17, ex div. sel.
Hongkong S. Waterboat	\$10	\$17, ex div. sel.
Insurances—	\$50	\$225, sales & sel.
China Fire	\$20	\$87, sellers
China Traders	\$25	\$64, sales & buy.
Hongkong Fire	\$50	\$100, sales
North China Union	\$25	Tls. 92.
Yangtze	\$60	\$160.
Land and Building—	\$100	\$121, sellers
Hongkong Land & Humphrey's Estate	\$10	\$13, sellers
Do. New	\$10	\$13, sellers
Kowloon Land & M.	\$40	\$10, sellers
Shanghai Land	\$10	Tls. 120, buyers
West Point Building	\$50	\$55, sellers
Mining—	\$250	\$400.
Charbonnages	\$15/10	\$34, sellers
Roulets	\$15/10	\$34, sellers
Philippine Co.	\$10	\$11, sellers
Refineries—	\$100	\$218, sellers
China Sugar	\$100	\$33, sales
Luzon Sugar	\$100	\$12, sales
Steamship Companies	\$25	\$241, sellers
China and Almania	\$50	\$86, buyers
Douglas Steamship	\$10	\$27, sellers
H. Canton & M.	\$10	\$104, sellers
Indo-China S.N. Co.	\$25	\$22, 6d.
Shell Transport Co.	\$10	\$10, 10s.
Do. Preference	\$10	\$10.
Star Ferry	\$5	\$27.
Do. & H. D. Dyming	\$50	\$20.
South China N. Post	\$5	\$23, sellers
Steam Laundry Co.	\$10	\$73.
Do.	\$3	\$73.
Stores & Dispensaries	\$10	\$36.
Campbell, M. & Co.	\$10	\$113, sellers
Powell & Co., Wm.	\$10	\$113, sellers
Watkins	\$10	\$12, sellers
Watson & Co., A. S.	\$10	\$12.75, sellers
United Asbestos	\$4	\$24.
Do. Founders	\$10	\$180.

## VERNON &amp; SMITH, Brokers.

HONGKONG TIME TABLE.

From 12th to the 18th June.

To correct Zone Time add 23 min. and 18 sec.

HONGKONG MEAN TIME

Height Mean Zone

HONGKONG HOURS

HONGKONG 7th June, 1905.

NOTICE TO CONSIGNEES.

THE Steamship

"DARMSTADT."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns,